Preserved

G. R. S. IX-5]

Previous references.

1918-19
(A. D.)

File No. 48-18

Serial Nos. 166,879

Later references.

Preserve
M
20/9/14

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 166,879.

Part B for August 1918

SUBJECT.

Conference of Directors of Civil Supplies at Calcutta.

---

166 No. The Director of Civil Supplies Calcutta.

I.O. Cy. 395-9-60 D/23-8-1918

I am directed to request.

2. I am to say that the Hon'ble Member (A. D.) 28-8-1918.
F.D. a Confdl. Note on the subject and to enclose
Circular Letter No. D. of Civil Supplies with
enclosure for information.

Yours etc.
Secretary to Government.

W D 58—GPB—50,000—21-7-16

2619

G. R. S. III—1]

1918.29

GENERAL AND REVENUE SECRETARIAT.

(0-0)

NOTES.

File No. 48

Duein 9r FILE HEADING.

Conference of Civil Surgeons at Nagpur.

From

No.	Dated	Received

Diary No.	Enclos	Spare Copies.	Serial No.

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

NOTES—First Sheet.

WD 1232—GPB—20,000—18-11-16

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

D.O. No 5-9 dy 13-7-18 from Mr Ranganadha Rao Sahib regarding a meeting of Sir Edward Maclagan with the Director of Civil Supplies Bombay

Dft to 7 A.R maybe

Approved

2nd member

ctx
13/7/18

Dompt appd
Reed
13.7.18

322.
13.7.18.

Issue advice
Also inform Mr C.R. Rao Sahib
about action taken

ctx
13/7/18

To the 7. A. Resident -

Request that arrangements
may be made to convene the
Director of Civil Supplies - Bombay
for this meeting -

Issued. Por 42 dy 13.7.18 13/7/18

13/7/18

Draft reply to Mr C.R. Rao Sahib
submd
by
13/7/18

Issue already
13/7/18

358

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

W.D. 84—GPB—60,000—20-7-16

G. R. S. III-2]

General and Revenue Secretariat. | File No. | of 191

Serial No.

From the T. A. Resident
D. O. no 8-069 of 20.7.18.

With reference to his office letter
Fd no 42 of 13.7.18 forwarding for
information a telegram of
17.7.18 from the Central Purchase
& Foodstuffs Board in the matter
Chief Secy's orders-
" Communicate to
Director - Submit to member
perusal" Initd) C-S-B.
22/7/18

Draft submd.
by
22/7/18

Member 22/7/18

To the Director of Civil Supplies in Mysore
no G 1750 of 23.7.18
Communicates the above.

Draft issued & file resubd as directed
above
by
24/7/18

2 Members

Mir Nasir Hussain
24/7/18

Secy
26.7.18

255
24.7.18

Note—Contn. sheet.

WD A 1789—GPB—60,000—20-8-18—S.

[706]

G. R. S. [H 2]

General and Revenue Secretariat.

P. P File No. 48 of 1918-19

Serial No.	
1	From the H. A. Resident. No 5182 of 26-7-18. States that the Honble Sir Claude Hill proposes to hold a Conference of Directors of Civil Supplies at Nagpur on and from the 19th August 1918 to consider the best measures for the distribution of food stuffs & other cognate matters & enquiries whether the Director of Civil Supplies, Nagpur, will be deputed to attend the Confce. Draft submd hg 26/7/18 The Director of Civil Supplies & the Dy Director may be deputed to attend the Conference. A statement of principal questions for discussion may be called for in advance & approved 2nd Member Dewan 27/7/18 Govt approved Reed 27/7/18 348 27.7.18 606 30.7.18 May issue 30-7-18 Issued 30/7/18

NOTE.—Contn. sheet.

WD A 1739—GPB—60,000—6-19-1,500

G. R. S 111-2]

General and Revenue Secretariat.

P.P File No. 48 of 1918-19

Serial No. 2

To

F. A. Reed Esq
re 1122 20.7.18
Printing Ratio Tables
be very glad to [illegible]
of Civil Supplies [illegible]
the Controller of [illegible]
Supplies to be [illegible]
Quarter ending [illegible]

Draft as submitted as directed by Mr Chief Secy
Mr
10/8/18

Chapsey / In approval / WJ 10/8/18
Extra number

26/10.8.18

10/8

Govt approved.

This is very limited & the Director has to work up therefore. We presume that this Govt is based upon the amount made in Madras mail question date.

Rec'd 10.8.18

NOTE.—Contn. sheet.

WD A 1759—GPB—60,000—20-3-18—S.

G. R. S. III-2]

General and Revenue Secretariat.

P. P File No. 48 of 1918. 19

Serial No.	
3	To The Director of Civil Supplies — Confirmed to Govt — Director G.H.Q Secretary to Govt Home Dept D.O. no 3118-15 dt. 6.8.18 Regarding the Director of C. S. to attend the Mesopotamian Conference and [illegible]
4	From the Director Civil Supplies no 785 of 14.8.18. Submits for the information a copies of the draft agenda for business to be discussed at the Mesopotamian Conference and with letter of 3rd August 1918 from the Chairman Board of Central Transport & Inland Water Transport Board & also a copy of his telegram to the regarding the subjects which he hopes to discuss.

Noted
15/8/18

15/8/18

NOTE—Conta. sheet.

WD A 1789—GPB—60,000—20-3-18—S.

Deputation of Sri.
Ranganatha Gowda

Sir

A requisition had
been sent for this file
yesterday

24/8

G. R. S. III-2]

General and Revenue Secretariat. | PP File No. 48 of 1918

Serial No.

1/32
15.8.18

Subd for perusal

Ekhamumbay

19/8/18

Sten

[redacted]

Reel
16.8.18

5 From the Drawing C
No 8 & 16 of 15/16 & 17.
In centn of the 4 Orders [illegible]
proceeding to Nagpur by this
mail to attend the Council
- from on the 19th inst & [illegible]
leaving a short-hand [illegible]
from mail this & submit for
approval of Govt thereto -
Drafts submd for approval
& orders.

19/8/18

Extra member

P.D.

227-95
20.8.18

NOTE—Contn. sheet

WD A 1789—GPB—60,000—20-5-15—S

General and Revenue Secretariat. | FP File No. 48 of 1918 79

Serial No.

Dompt approves.
The Director co wch have Mr Aimes
previous sanction to this as soon as his
own deputation was ordered

Rec
20.8.18

Issue U/ 23/8/18

6 To
The Director of Civil Supplies
and the Controller Govt
Q.O. no 3959-60 & 23/8/18.
Sanctions "

Issue

8 From the Director of Civil Supplies
no A & 27.8.1918.
Submits for information the
of the Conference of Directors
Civil Supplies held at Bangalore
on the 19th & 20th August 19

9 From the above. no A- & 28
In continuation of the above-
a confidential note with
to the Statistician Govt
on the above - viz. Note
Directors of Civil Supplies
power to prohibit hoarding

NOTE—Contd. sheet.

VD A 1789—GPB—60,000—20-3-18—S.

H80 293 3/34 3788 3790 9

G. R. S. III-2]

General and Revenue Secretariat.

P File No. 48 of 1918.19

Serial No.

Chief Secys ade
" Put up references + subject to Extra member + Secretary for perusal
Secy) C.S.B.
30/8/18

Subs with refees
Secy
30/8/18

392-262
30.8.18

Extra Member) 31/8/18
Secy.

Ne reply required pending receipt of interesting reading

Secy
31.8.18

For perusal

Secy 1/9/18

1308 2/9/18

Secy Secretary

14/9/18

13

CHIEF SECRETARIES TO POLITICAL DEPARTMENT 20 SEP 1918

NOTE—Contn. sheet.

WD A 1789—GPB—60,000—20-3-18—

CONFIDENTIAL.

D. O. No 5'9
Enc. 2

BUREAU OF COMMERCIAL INFORMATION,
BANGALORE CITY, 13th July 1918.

Dear Sir,

I enclose a cutting from the Madras Mail received this morning that Sir Edward Maclagan representing the Central Transport and Food-stuffs Board has proceeded to Poona to meet the Directors of Civil Supplies, Madras, Bombay, Hyderabad and Central Provinces, to consider whether it is desirable and necessary to restrict the movement of Food grains in Southern India. Government are aware that we have considerable interest in this question and I think we should prevent the possibility of its being decided with reference to the whole of Southern India without our having an oppurtunity to place our case. I should suggest that if Government see no objection inquiries may be made through the Residency why the Director of Civil Supplies, Mysore has not been invited to the meeting. As there appears to be very little time inquiries will have to be made by telegram. I enclose for your information copy of a telegram I have sent to the Director of Civil Supplies, Madras in order to ascertain whether the news is true.

Yours sincerely,

C Rangaswamy Iyer
Sahib

C. S. Balasundaram Iyer, Esq., B. A.,
Chief Secretary to the Government of H. H. the
Maharaja of Mysore, Bangalore.

We understand that Sir Edward Maclagan, representing the Central Transport and Food-stuff Board, has proceeded to Poona to meet the Directors of Civil Supplies, Madras, Bombay, Hyderabad and the Central Province with a view to consider whether it is desirable and necessary to restrict the movements of food grains in Southern India

Copy of telegram from the Deputy Director of Civil Supplies in Mysore to the Director of Civil Supplies, Madras.

Madras Mail says Sir Edward Maclagan meets Directors of Civil Supplies of Madras, Bombay, Hyderabad and Central Provinces at Poona. Please wire date of ~~xxx~~ meeting if information correct.

C Ranganathan
Jahir

D.O No. 42/Enc
Dy 18/7/18

To The First Asst to the
Hon'ble the Resident in
Mysore

Dear Sir Major James

Rec'd 13.7.18

With reference to the
accompanying cutting
from the Madras Mail
of the 12th inst I am de-
sired to state that the
Durbar ~~also~~ are greatly
~~desirous that they have con-~~
~~-sidered~~ interested in
the question proposes to be discus-
at the meeting & would
therefore ~~be glad~~ wish to be
represented thereat -

I am to request
~~therefore~~ that, if there
no objection, arrange
-ments may kindly b

G. R. S. VI—G/32]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

GENERAL AND REVENUE SECRETARIAT,
( )
, the *191* .

Date of issue 13th July 1918

Signed by.....

Section
File No.
Serial No.

No. 9584

To

C. R. Ranganatha Rao Sahib Esq
Dy Director of Civil Supplies
Bangalore

Dear Sir

With reference to your D.O. letter No 59 of date, regarding a meeting of the Directors of Civil Supplies Madras, Bombay etc at Poona at the desire of Sir Edward Maclagan at Poona I am desired to inform you that the Residency has been addressed

over.

No. 5069

BANGALORE.

20th July 1918

Dear Sir,

With reference to your letter No. Pol.42, dated the 13th July 1918, regarding a conference of certain Directors of Civil Supplies at Poona, I am desired to forward, for information a copy of a telegram No. 123, dated the 17th July 1918, from the Central Transport and foodstuffs Board.

Yours sincerely,

C. S. Balasundaram Iyer, Esq., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

B.J.

Your telegram 4946 of 13th. Stop. Conference of Directors, Civil Supplies, Bombay, Central Provinces and Hyderabad was held at Poona on 10th instant. Stop. Result of Conference which will probably be followed to by more comprehensive Conference next - month will be communicated to you in due course.

---:0:---

"C O P Y"

REGISTRAR.

G. R. S. VI—G/32]

SUBJECT.....

.....

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Diary No. of letter replied to.....

GENERAL AND REVENUE SECRETARIAT

( )

, the *191* .

Section

File No.

Serial No.

No. G. 1759

Date of issue 23-7 1918 To

Signed by Mr. 929 Aiyar

The Director of Civil Supplies
Controller of Cloths in Mysore

Dear Sir,

With reference to Mr Ranganatha Rao Saheb's D
letter no 59 of 13th July 1918
regarding a ~~meeting of~~ Conference of
~~Edward Madagan in the~~
Directors of Civil Supplies
~~Bombay & Madras etc~~ at
Poona, I am desired to

over.

7. no. Pol. 120

26.7.18

R. O. 2.—R. P. B.—5-1918.—500.

URGENT. No. 5182.

1706

FROM

MAJOR E. H. S. JAMES,
FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

48-18

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 26th July *1918.*

SIR,

I am directed to state that the Hon'ble Sir Claude Hill proposes to hold a Conference of Directors of Civil Supplies at Nagpur on Monday the 19th August 1918, to consider the best measures for the distribution of food-stuffs and other cognate matters. The Agenda will follow shortly. I am to enquire whether the Durbar would like to depute their Director of Civil Supplies to attend the Conference. I am to request the favour of an early reply.

I have the honour to be,
Sir,
Your most obedient servant,

First Assistant Resident.

B.J.

?6

G. R. S. VI—G/32]

SUBJECT.....

.....

.....

Diary No. of letter replied to .. ..

Section P.P

File No. 48—15

Serial No.

GENERAL AND REVENUE SECRETARIAT

( )

, the *191*

No. 112

Date of issue 30.7.18

To

The J. A. Resident

Signed by Mr Col. Balaam Das

Sir,

In reply to your letter No 5182 dated the 26th July 1918, I am directed to state that the Durbar would be very glad to depute the Director of Civil Supplies - Regret - to attend the Conference of Directors of Civil Supplies at Nagpur on the 19th August from the held

over.

A copy of the agenda may, if possible, [illegible] be sent in advance.

Thank you

[illegible]

Chaffey

[illegible] 2.09 on 31.1.16:

Copy to the Director of Civil Supplies. Nigeria for info

Bo

[illegible]

Treasury

Rec'd 29.1.16

List of enclosures.

Copied by

Examined by

W D86—GPB—60,000—15-11-16

G. R. S. VI - G/32]

SUBJECT .....

.....

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Diary No. of letter replied to .. ..

Section P.P
File No. 48-15
Serial No.

GENERAL AND REVENUE SECRETARIAT

( )

, *the* *191*

No. 112

Date of issue 30.7.18

Signed by [illegible]

To

The Z. A. Resident

Sir,

In reply to your letter No 5182 of the 26th July 1918, I am directed to state that the Durban would be very glad to depute the Director of Civil Supplies - Natal - to attend the Conference of Directors of Civil Supplies at from the hills Maritzburg on the 19th August 191

over.

G.R.S. VI-71]

SUBJECT.....

.....

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Diary No. of letter replied to.....

PD

Section

File No. 48-18

Serial No. 3

General and Revenue Secretariat

( )

Proceedings of the Government of His Highness the Maharaja of Mysore.

, the *191* .

Date of issue 10.8.18

Read.—

Signed by M. S. Raja

May this be

i Printed?

ii treated as a standing order?

iii published in the Gazette English part?

iv translated?

v placed at the disposal of the press?

vi published in the Gazette Kannada part?

Order ~~Thereon~~:— No. 9 3112-15

The Director of Civil Supplies & Controller of Prices in Mysore is requested to

over.

attend the Conference of Directors of Civil Supplies at Harwich on the 19th August 1918 to consider the best measures for the distribution of foodstuffs and other cognate matters.

A Statement of the principal questions affecting the State ~~prepared for discussion~~ which will fall for discussion at the Conference may be submitted for approval

Rec 10.8.18

18/

Chief Secy

List of enclosures.

The Director of Civil Supplies

Director &c

Secy to Cabt. & HA Depts

Copied by

Examined by

24

No. 785 War
Encl. 2

GEN. & REV. 15 AUG. 1918

14/8/18 W 15/8/18

Office of the Director of Civil Supplies
and Controller of Prices in Mysore.
Kitchetty Chathram Road.

Bangalore City. 14th August 1918.

D 2932
P.P.

From

C. Ranganatha Rao Sahib, Esq., B. A., B. L.,
Director of Civil Supplies and Controller of Prices.

To

C. S. Balasundaram Iyer, Esq., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore, Bangalore

Sir,

Adverting to Government Order No.G.3112-15/P.P.48-18-3 dated 10th August 1918 re. the Conference of Directors of Civil Supplies at Nagpur on the 19th instant, I have the honour to submit herewith, for the information of Government, copy of the draft Agenda of business to be discussed at the Conference received under cover of letter No.273 dated 3rd August 18 from the Deputy Chairman and Secretary to the Central Transport and Foodstuffs Board.

2. I also enclose copy of my telegram sent this day to that officer regarding the supplementary points which I have suggested for consideration during the Conference.

I have the honour to be,
Sir,
Your most obedient servant,

C Ranganatha Rao
Director of Civil Supplies.

N.P.S.

Draft Agenda for the meeting of the Provincial Directors of Civil Supplies to be held at Nagpur on Monday the 10th August 1942.

---

1. To consider the form in which periodical reports of the needs of different areas, their existing stocks and the movement of food grains can best be supplied to the Central Transport and Foodstuffs Board to enable the Board to advise Directors of Civil Supplies and local advisory bodies.

2. To consider the present situation in regard to stocks of foodstuffs available in different areas and the most economical method of meeting the requirements of deficient areas.

3. To consider the situation likely to arise in Bihar and in the event of a failure of the monsoon over any large area, and what information is available as to the Districts in which serious scarcity is likely to prevail.

4. To consider the advisability of (a) prohibiting the export of foodstuffs from any area in consequence of high prices or to avoid the depletion of stocks and (b) checking such export by the refusal of priority certificates.

5. To consider what measures may be recommended to make each area as self-supporting as possible, either by increasing production of foodstuffs or by utilising home-grown produce which has hitherto been exported.

6. To consider the possibility of finding markets for the large surplus of rice and beans now available in Burma.

7. To consider measures for reducing cross carriage in rice or any other foodstuffs.

8. To consider the advisability of co-ordinating and [illegible] the instructions issued to Directors of Civil Supplies [illegible] in the end of [illegible] or

modifications are required to the orders defining the scope of their functions issued by the Government of India in their letter No. 150-C.T., dated 10th April 1918, in the Railway Department.

Special points for consideration are as follows:-

(a) The procedure to be adopted regarding the issue of certificates by each Director of Civil Supplies for commodities required by him from any province.

(b) The question as to whether there should be a priority list laying down some order of preference as to traffic which should be carried after the demands for traffic tendered under blue and red certificates have been met.

(c) The procedure to be followed by Directors of Civil Supplies for communicating the issue of priority certificates to the Despatcher or Consignee.

Note:- A sample form enclosed submitted by the Director of Civil Supplies, Rajputana and Ajmer-Merwara would seem suitable.

Copy of Priority Certificate issued by the Director of Civil Supplies, Rajputana and After-Workers.

Serial No. Dated 101

To

The

---------- Railway

Name of Despatcher ----------

Name of consignee ----------

Weight (tons, maunds or wagon loads) ----------

Description ----------

From ---------- Station.

To ---------- Station.

Copy forwarded to the ----------

---

for delivery to the Despatcher and Consignee.

The Despatcher should tender the goods for despatch without delay.

Dated ---------- 101

Director of Civil Supplies,
Rajputana and After-Workers

Copy of telegram from the Director of Civil Supplies to the Transport Foodstuffs, Simla.

"Your letter dated third stop Suggesting following -- supplementary points stop. 1. To consider the period during which certificates issued should be regarded as valid after they are sent to Railway officials for action. stop 2. To consider whether it is not necessary to define the classes of commodities for the movement of which certificates may be issued stop. 3. As the traffic which may be regarded as preferential at any time will depend not only on the requirements of the public but also on the facilities for transport available on railways the conference may consider whether it is not necessary that the Directors of Civil Supplies should be furnished with periodical information regarding facilities for transport available on railways. Director Civil Supplies.

"C O P Y"

C Ranganatha Rao Sahi

N.P.S. Director of Civil Supplies.

24

No. 816
Encl.

SECRETARIAT CHECKED 16 AUG 1979 RECEIVED
12354

From

C. Ranganatha Rao Sahib, Esq., B. A., B. L.,
Director of Civil Supplies and Controller of Prices.

Office of the Director of Civil Supplies
and Controller of Prices in Mysore,
Kitchetty Chathram Road.

Bangalore City, 16th August 1918.

3134
DIARY NO.....

To

C. S. Balasundaram Iyer, Esq., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

D 2932

Sir,

In continuation of my letter No. 785 dated 14.8.18 I have the honour to state that I am proceeding to Nagpur by to-night's mail to attend the Conference of the Directors of Civil Supplies on the 19th instant.

2. I am, in anticipation of sanction of Government, taking a Shorthand Typist and a peon to Nagpur on duty and solicit the approval of Government thereto.

I have the honour to be,
Sir,
Your most obedient servant,

K H Ramayya
For Director of Civil Supplies.

N.P.S.

G.R.S. VI-71]

SUBJECT.....

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.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

, *the* 191

Date of issue 23-8-18

Signed by.....

Section PP

File No. 48-18

Serial No. 6

Proceedings of the Government of His Highness the Maharaja of Mysore.

Read.— Govt order no. G 3112-15/ P. P. 48-18-3 dy 10th August 1918 directing the Director of Civil Supplies in Mysore to attend the Conference of Directors of Civil Supplies at Nagpur on the 19th August 1918.

Order Thereon:— No. (2) Letter no. 816 dy 15/16th August 1918 from the Director of Civil Supplies in Mysore stating that

over.

May this be

i Printed?

ii treated as a standing order?

iii published in the Gazette English part?

iv translated?

v placed at the disposal of the press?

vi published in the Gazette Kannada part?

he is taking in anticipation
of securing a shorthand
typist & a person who only
will have to transcribe &
~~requesting~~ soliciting the
approval of Govt
thereto

Rec
20.8.15

To [illegible] List of enclosures.

Copied by

Examined by

No. A
Encl. Enclosures 6

Office of the Director of Civil Supplies
and Controller of Prices in Mysore.
~~Kitchetty Chathram Road~~

Bombay, ~~Bangalore~~ 27th August 1918.

War

From

C. Ranganatha Rao Sahib, Esq., B. A., B. L.,
Director of Civil Supplies and Controller of Prices.

CHIEF SECRETARY'S
II
POLITICAL BRANCH
30 AUG. 1918

To

S. Balasundaram Iyer, Esquire, B.A.,
Chief Secretary to the Government of His
Highness the Maharaja of Mysore,
B a n g a l o r e.

Sir,

I have the honour to submit for the information of Government the following report of the Conference of the Directors of Civil Supplies held at Nagpur on the 19th and 20th instants. Nearly all Directors of Civil Supplies in India and Burma as well as a few representatives of the Military and the Railway authorities and a few selected gentlemen, Officials and Non-officials, in Nagpur attended the Conference. The total numbe of members present was 32.

The Conference was opened by Sir Benjamin Robertson, Chief Commissioner of the Central Provinces. In his address welcomi the representatives of the various provinces the Chief Commissioner said that the Central Provinces hoped to fill the role of an exporting province in rice, and more particularly fodder, of which nearly 94,000 tons were supplied to the Military for expor to Mesopotomia last year He emphasized the need of personal discussions regarding the resources and requirements of different provinces, and hoped that the deliberations of the Conference would tend to ease the present difficult situation.

Sir Claude Hill, Chairman of the Central Transport and Foodstuffs Board, presided over the deliberations of the Cor

Conference. In his preliminary remarks Sir Claude Hill explained the objects and functions of the Central Transport and Foodstuffs Board which was created as a result of the Delhi Conference. The shortage of sea-freight necessitated the carriage by rail of considerable quantities of coal which were hitherto transported by sea, and the large military demands in Mesopotomia imposed a heavy call on the rolling stock available for the transport of commodities. It was therefore essential to economise internal traffic. The vagaries of the monsoon had accentuated the difficulties, and the Conference was convened to consider the most satisfactory means whereby, with the limited traffic facilities available, the food resources of India can be distributed in an equitable manner. There was reason to believe that the resources of the country in regard to food was adequate and that it was possible to supply all areas which suffered from shortage. Sir Claude Hill emphasized that the problem was one pertaining to all India and our difficulties had arisen mainly because we were in a state of war. It was therefore clear that the prohibition of inter-provincial traffic would not help the situation and may possibly aggravate it by leading to retaliatory measures. The Poona Conference held under the chairmanship of Sir Edward Maclagan was convened to consider the situation which had arisen owing to the prohibition of inter-provincial traffic by the Governments of H.E.H. the Nizam and the Government of Madras. The Conference had resolved that such prohibition was inadvisable and should be removed. The Government of India were strongly of opinion that any prohibition of inter-provincial traffic was highly inexpedient.

After the conclusion of the preliminary remarks from Sir Claude Hill summarised above, the detailed consideration of the subjects noted on the Agenda was taken up. I enclose a copy of the Revised Agenda.

The first subject was the consideration of the form in which periodical reports of the needs of different areas, their existing stocks and the movements of foodgrains can best be supplied to the Central Transport and Foodstuffs Board. Sir Claude Hill said that the Board considered that information regarding stocks should be supplied, if possible, in quantitative figures if they should be

be in a position to advise provinces as to areas from which they could obtain food supplies. Mr. P. R. Cadell, Director of Civil Supplies, Bombay, pointed out that it was nearly certain that provinces when required to furnish information of stocks would show themselves much worse off than they actually were in point of fact, and he was doubtful of the utility of the return required by the Government of India unless the Government were prepared to order provincial Governments to pool their resources. Mere information, even if it were accurate, would not be of much use. Mr. Beadell, Director of Civil Supplies, Bengal, said that no reliable information can be obtained for compiling the return. Mr. Campbell, Director of Civil Supplies, United Provinces, said that there was no organisation at any rate in the United Provinces for collecting the information required for the return. General Freeland said that it was absolutely necessary for the Railways to know the regions from which they would be called upon to transport stocks, and this information should be available to them sometime beforehand, if the restricted rolling stock should be economically used. Messrs. Townsend and Leftwich , Directors of Punjab and Central Provinces, said that the Directors come into daily contact with the District Officers and the mercantile community, and that it should be possible for them to obtain and submit a return giving a general idea of stocks and prospects of future surplus or shortage. Sir Claude Hill suggested that a telegraphic report may be forwarded by the Director to the Board every month. It was necessary that the information should be periodically supplied so as to ensure a periodical scrutiny into the existing conditions. After some discussi

the proposition was put to vote and was decided that a monthly telegraphic report regarding stock and movement of food grains should be submitted by the Directorsof Civil Supplies to the Centra Transport and Foodstuffs Board.

In the course of the consideration of the 2nd and 3rd subjects on the agenda, the Director of Civil Supplies of each province explained in detail the present situation in his area. I enclose for the information of Government an authorised abstract of the

information supplied by each Director. In regard to Mysore I explained that the food crops grown are Ragi, Rice and Jouari. Accurate statistics of the out-turn of crops last year were not available but the indications appeared to show that the outturn was below normal although the export of food grains, particularly of Jouari, was above the average. The export of this grain last year was 652,000 mds. as against an average export for the last four years of 550,000 mds. The price of Jouari had risen during the last six months from Rs.9-6-0 to Rs.12-14-0 per 100 measuring seers. The price of this grain two years ago was Rs.8-2-0 per 100 seers. The rainfall in the State was particularly deficeint, there having been practically no rain in July which is usually the month of heaviest rainfall. In the Mysore District the total rainfall from 1st January 1918 up to the end of the first week of August was 7 inches 34 cents as against an average of 13 inches and 95 cents. We require up to end of December about 5 broad-guage waggons of rice a day and about 200 waggons of gram and pulse from the Punjab and United Provinces. If the rains in September and October are satisfactory, larger imports will not be needed. After December, Salt will be wanted. In regard to fodder I stated that Mysore would hardly be able to export fodder unless the season was exceedingly propitious. So far as things are known at present, it is likely to be only self-supporting in regard to fodder.

When summarising the information gathered from each Director Sir Claude Hill said that it was exceedingly nebulous. He was aware however that more particular information could not be supplied as so much depended on the rains during the next two months. He considered that it was absolutely necessary to hold a similar Conference after the expiry of two months when he trusted that information in greater definiteness would be available.

With a view to consider the subjects 4 and 5 on the agenda, Sir Claude Hill proposed that two sub committees should be appointed. He read the names of the members of the sub committees. Col. Cameron was appointed as Chairman of sub committee to consider

subject No.4 on the agenda. General Freeland was appointed as Chairman of the sub committee to consider subject No.5. I was appointed a member of the sub committee (subject No.4) appointed to consider the best means and time for the transport of food and fodder from those areas in which it was available to those it was needed. The sub committees were directed to meet on the morning of the 21st and submit a report by 12 o' clock.

I enclose an authorised copy of the proceedings of the Sub-Committee on which I was nominated. In regard to the requirements of Mysore, the Sub Committee decided that Mysore should draw its supplies of rice from Madras, and gram and pulse from the United Provinces. Bombay and Madras which were hitherto getting a small portion of their supplies from Mysore were alloted other areas to obtain supplie from. Mysore was not required to supply any outside area. The proceedings of the Sub Committee was approved by the Conference.

The proceedings of the sub committee to consider the advisability of entrusting the Director with power to prohibit traffic and the desirability of co-ordinating his action with the capacity of th Railways (subject No. 5 on the agenda) were considered at great length by the Conference. Mr. Wood was nominated to this Sub-Committee. We had arranged between ourselves that Mr. Wood should represent Mysore as well as Madras interests on his sub committee whereas I should look after his interests in my sub committee. He had explained to me the points on which he wished me to lay emphasis in the Food-Fodder Sub Committee.

General Freeland's Sub Committee reported (1) that the Controllers of Despatches proposed to be appointed by the Government should control the issue of certificates by Directors so as to bring them within the capacity of the railways, (2) that the Directors of the exporting province should issue certificates, (3) and that the Directors of the exporting provinces or their local Governments should have power to prohibit external traffic atleast temporarily.

There was some demur to the first point regarding the controlling authority of the Controller of Despatches over the Directors. General Freeland explained that it was cardinal fact that the capacity of the railways determined all traffic and the Controller should have power to decide what can and what cannot be certificated. Sir Claude Hill explained that the appointment of Controllers of Despatches was an accomplished fact. Some other Directors notably Mr. Letwich, welcomed the appointment of the Controller of Despatches as being of great help to a mofussil Director.

The recommendation that the exporting Director should issue certificates was considered at some length and was finally thrown out. It was decided that the present practice may continue.

In regard to the recommendation regarding the powers of Director to prohibit traffic I enclose a separate letter.

General Freeland said that during coming months heavy demands are likely to be made on the railways for the transport of war materials and coal. The monsoon situation was by no means satisfactory and he was strongly of opinion that another Conference should be held, preferably at Delhi, sometime after the Monsoon had declared itself. Sir Claude Hill considered it advisable to hold a Conference of Directors of Civil Supplies about the middle of October at Delhi. He hoped that it will be possible by that time for the Directors to obtain a more accurate idea of the needs of their several provinces. The magnitude of the call on the railways for the transport of materials other than foodstuffs would also be apparent and it would be possible to arrive at a decision as to how best to adjust the limited means of transport to the needs of the different provinces.

The Conference terminated with a few words of thanks from Sir Claude Hill to the members for their assistance during the

session.

I have the honour to be,

Sir,

Your most obedient servant,

C Rangamma Das Sahib

DIRECTOR OF ~~CIVIL~~ SUPPLIES.

Enclosure No1

3

REVISED AGENDA.

-:o:-

1. To consider the form in which periodical reports of the needs of different areas, their existing stocks, and the movements of food-grains can best be supplied to the Central Transport and Food-stuffs Board to enable the Board to advise Directors of Civil Supplies and local advisory bodies.

2. To consider the present situation in regard to stocks of food-stuffs available including Burma produce and the need of those areas in which food-stuffs are deficient.

3. To consider the present situation in regard to fodder and the needs of those areas in which fodder will be deficient.

4. To consider in the light of the information supplied in reference to items 2 and 3, the best means, and time, for the transport of food and fodder from those areas in which it is available to those in which it is needed, with a view, among other purposes, to the prevention of unnecessary cross traffic.

5. To consider the advisability of co-ordinating and summarizing the instruction issued to, and the powers exercised by, Directors of Civil Supplies, and to consider any modification in their duties and powers, with reference specially (a) to the question whether they should have powers to prohibit Exports in any circumstances and (b) to the desirability of co-ordinating their action with the capacity of the railways for carrying traffic.

6. To consider whether any measures may recommended designed to make each provincial area as self-supporting as possible, either by developing the production of food-

stuffs or by utilising, to a higher degree than at present, home grown produces usually exported.

-:o:-

Copy

C Ramgopalan Nov
Sahit
29/8/18

Enclosure No 2

Supplementary Items for Agenda.

Question 1 of Draft Agenda.

(a) To consider question of returns required from railways by Directors of Civil Supplies.

(Proposed by Director of Civil Supplies, Madras).

Question 3 of Draft Agenda.

Telegram dated 15th August 1918 from the Director, Civil Supplies N.W.F. Province.

"Reference your telegram 395 of 6th August. Regret impossible to estimate actually prospects of surplus or shortage of fodder as no information available of Military requirements or buying. Stop.Otherwise no shortage anticipated but no surplus likely to be available for export.

Question 4 of Draft Agenda.

(a) To consider the advisability of prohibiting the export of other commodities besides foodstuffs. (proposed by Director of Civil Supplies, Madras).

(b) To consider the question of the authority of Collectors of Customs to issue Railway passes for goods required for export especially food-stuffs. Reference letter No.4706 dated the 10th June from the Commerce and Industry Department of the Government of India. (Proposed by Director of Civil Supplies, Bombay).

Question 5 of Draft Agenda.

(a) To consider suggestion that any area irrigated on a holding over and above the average irrigated

area of 5 years should be allowed a rebate of 50% of the water rate and should be free from water advantage rate for a full term of settlement, which will cause no loss in revenue nor need any change in the present system.

(b) To consider whether the Khariff supply of canals should be increased and the advisability of calling for a statement to ascertain if all canals are taking their full supply.

(c) In areas where rain has failed and canal irrigation is available to consider whether the rates should be educed materially for any (Zaid extra food or fodder crop such as chari, etc., grown to support the population. If one watering is now allowed free for fresh sowings, it may greatly help the people to grow food and fodder crops.

(d) On the rivers which are now running full and where almost on the banks of this abundant supply crops are withering, to consider pumps for lifting water should be set up to help the sowing of fodder and rabi crops.

(e) In view of the depletion of the staff of the Canal Department to consider whether retired Officers should be called up to take charge of the established canal systems and to relieve young men to continue their work of taking up the question of flow and lift irrigation. (Proposed by Mr. H.T. Conville and Sardar Jogendrasingh, Central Transport and Foodstuffs Board).

Question 8 of Draft Agenda.

(a) To consider whether priority of transit as well as of despatch can be secured for certified traffic by labelling wagons or otherwise; also whether security of consignments cannot be dealt with by general order instead of individual certificates. (Proposed by D.C.S., C.I.).

(b) To consider the period during which certificates issued should be regarded as valid after they are sent to railway officials for action.

(c) To consider whether it is now necessary to define the classes of commodities for the movement of which certificates may be granted.

(d) To consider whether it is not necessary that the D.C.S. should be furnished with periodical information re: facilities for transport available on railways, as the traffic which should be given preference at any time will depend on the requirements of the public and the transport available on railways. (Proposed by the D.C.S. Mysore).

-:o:-

C Ry
C Ramagamachar Rao
Sahib

Enclosure No 3

FOOD GRAINS. ITEM NO. II.

CENTRAL INDIA.

The northern part of Gwalior will require food for population of 8½ lakhs up to next rabi harvest, chiefly Juar.

Southern Gwalior will require food for a population of 200,000.

Juar, Bazra and Maize:- Baghelkhand will require one lakh maunds monthly till April, mainly rice, peas and pulses.

Bundlekhand will require food for about 300,000 people.

Western Malwa will need to import food for 200,000 people.

Bhopal will be able to export Juar and Bajra to about 6 lakhs of maunds.

UNITED PROVINCES.

Roughly east of Gorakhpur is alright. West of that line the Khariff crop is gone. The late rain may enable some Juar and Bajra to be sown and will ensure a normal rabi crop. In this case the condition of the United Provinces will be fairly satisfactory. As to stocks the province has been conserving supplies since 1912-13. The wheat stocks are normal. Juar, Bajra, Maize and Arher practically nil. Gram and pulses fair stocks. Rice stocks good, but prices are rising. The United Province is importing rice from Bengal and Behar and Orissa. Sugarcane crop good. Has been importing sugar from Calcutta. As to prospects everything depends on the

September rains. In case of famine, rice, juar and Bajra will have to be imported from Bengal, Central Provinces and Orissa.

R A J P U T A N A.

The Khariff crops even if late rain comes cannot be more than -/4/-. Scarcity is expected throughout and heavy imports will be necessary. Sources of import are usually the Punjab, the United Provinces and the Central Provinces.

B O M B A Y.

The Konkan expects a fair crop of rice. The East Deccan, North Gujrath and Kathiawar are bad areas. They normally import Bajra and Juar from the United Provinces. There are certain stocks of Juar in Sholapur and Satara. Estimate of probable requirements cannot be made till the end of August.

S I N D H.

Is ordinarily an exporting country, but last year the Bajra, Juar harvests were bad. It is estimated that food supplies will be exhausted by January. Wheat will be needed from November to April. 96,000 tons for the six months. Rice from March to October 26,000 tons a month for 8 months. A quantity of Jowsy rice is exported by country craft to Persian Gulf.

BEHAR AND ORISSA.

Has had two good crops. Stocks are good and largge amounts are supposed to be still in the hands of the Zamindars. Rice, Wheat and Barley prospects are excellent, but a more accurate estimate of available surplus

will be possible in 5 weeks time. The net exports of rice may be estimated at 250,000 tons.

B E N G A L.

The prospects are fairly good and the total exportable surplus of Bengal rice may be estimated to 300,000 tons.

B U R M A.

The balance of rice available for export to India and the Straits after supplying the army and the foreign countries estimated at 330,000 tons including 50,000 from Akyab. Bombay usually takes 200,000 tons of which 70,000 are exported by sea.

M A D R A S.

In the Madras Deccan if the rabi fails 5 to 6 thousand tons will be required up to October 1919. Juari and ragi are usually eaten but rice will do. The Krishna District has failed. Guntur and Godavari are doing well, and may supply 200000 tons. If the Deccan crop reaches -/4/- the requirements will be reduced by 200,000 tons. The ordinary sources of supply are:- Orissa, Ganjam and Burma. Nellore and South Deccan are fair and are exporting stocks to Malabar etc. Tanjore is bad. Jas no crop over 300,000 tons but can probably feed itself. Is exporting from old stocks to Ceylon. Madura, Ramnad, Tinnavally are short. They normally import from Northern Districts. Malabar, South Kunur, Cochin and Travancore used to import about 200.000 tons ofrice from Burma. Stocks are very short.

B A R O D A.

Baroda will require 17,000 tons till November 1919. A revised forecast of requirements will be made next month.

P U N J A B.

Maize, Juar, and Bajra are short. But if late rain falls atleast 700,000 tons will be available for export including the Wheat Commissioner's requirements. Gram available 25000 tons. Barley 150,000 tons. All needed by Wheat Commissioner.

CENTRAL PROVINCES.

In Chattisgarh and Nagpur 75 to 100,000 tons of rice will be available in December in villages. In Berar stocks of Juar are low and 2,000 tons a week will be required till December. When the next crop is available about 6,000 tons of Juar can be exported. In the Northern tract the stocks of wheat are low, but 100,000 tons may be available for exports in April. It will be necessary to feed the Nerbudda valley till November, with the rice from Chattisgarh or Calcutta.

H Y D E R A B A D.

Hyderabad estimates its requirements at 33,000 maunds daily to feed 10 to 15 per cent. of the population at 1 lb. per head per diem. this demand may cease if the rabi crop is good.

N.B:--The maximum ever imported since 1910 is 30,000 tons. Average exports in 7 years are 47,000 tons. This demand is for 252,000 tons.

MYSORE.

The food grains grown in Mysore are Ragi, Rice and Jour. The crop last year was below normal and the exports particularly of Jowari above the average. The monsoon during June and July was a complete failure. Require 5 wagons or 75 tons of rice a day and 200 wagons of gram and pulse up to December. No stocks of Juar. If there are good grains in September and October larger imports of food grains will not be needed. After December salt will be wanted.

Copy.

Ramgamatha Rao
Sahib
27/8/18

Enclosure No 4

4

F O D D E R ITEM. III

Bombay will be able to meet any deficiency in Gujrat and Kathiawar from the Tapti Valley and Thana Districts. Will require about 100,000 tons for 8 months.

Rajputana estimates requirements at a 100,000 tons.

Central India:- Northern Gwalior will need a considerable quantity. West Malwa has no grass at present but if late rain falls may be self-sufficing. The border between Ruthlam and Bombay will need grass. Bhopal will have spare grazing. United Provinces on the basis of past requirements about 2 million maunds will be needed in case of famine affecting 36 million of population. The Province can supply about 4 1/3rd million maund.

The Punjab may need 25,000 tons even if late rains come.

Baroda estimates its requirements at 90,000 tons.

Madras will not need to import fodder.

Hyderabad will require 10,000 tons.

Mysore will not require fodder.

Central Provinces:- 10,000 oil cakes are available Baled grass ready for railing 11½ thousand tons in addition to army stocks; also 2,200 tons stocks in forest depots. With good adequate staff 100,000 tons might be supplied.

Behar and Orissa:- Has no grass but can export oil cakes up to 100,000 tons which usually goes to the Punjab and Bengal.

Military requirements:- There are outstanding cpntracts for bhusa of 124,000 tons in the Punjab and the United Provinces. If these are fulfilled there will be a balance of 106,000 tons in November 1918, exclusive of the bhusa crop of that year. This includes 18,000 held by the U.P. and the C.P. 30,000 tons arranged for from Bombay can be relinquished. The Punjab Government urged that purchases of bhusa in the Punjab should be suspended undertaking to reconsider the question in the light of the rabi crop. It is understood that military farms will continue their normal operations.

Copy.

C Ramgomatha
Rawalpindi

Enclosure nos-

Report of Sub-Committee appointed to consider the best means and time for the transport of food and fodder which it is neede with a view, among other purposes, to the prevention of unneces sary cross traffic.

The following members were present:-

Colonel Cameron, C h a i r m a n.

Mr. Clarke.

Mr. Rumbell.

Sir Hugh Bray.

Colonel Hallowed.

Mr. Milne (B & O).

The Hon'ble Mr. Cadell (Bombay).

Mr. C. Ranganatha Raao Sahib (Mysore).

Mr. Nanavati (Baroda).

Mr. Mahomed Ali (Hyderabad).

Mr. Beadel (Bengal).

Mr. Jacob (Wheat Commissioner).

Mr. Leftwich (C. P.).

Mr. Coggan.

Mr. Dadabhoy.

The summary of the position in the various provinces as placed before the Committee does not provide sufficient information for the Committee to frame any definite suggestions for the conveyance of railway traffic that may be necessary in order to deal with the ultimate situation that may arise from scarcity in the several provinces. The Committee would desire to impress on Directors of Civil Supplies the necessity of endeavouring to obtain as early a date as possible such information as may be necessary in order to give railways an idea of what is expected of them so that they may be in a position to consider its transit with due consideration to other demands upon them. In the meantime every endeavour should be made to move such supplies as may be available in the provinces where there is likely to scarcity as the railway facilities are available

Note:- In certain railways the position is now easier and is likely to continue so until the end of November by which time available capacity on railways will be fully occupied with local and other preferential traffic.

2. Reviewing the information now before the Committee the Committee were of opinion that the most economical method of supplying the provinces where there is a shortage will be as follows:-

Foodgrains.

Central India Northern and Southern Gwalior should obtain their supplies from Bhopal. Baghelkhand should obtain its supplies from the Central Provinces and possibly from Bengal.

United Provinces should obtain its supplies from Bengal and Bihar and Orissa. The wheat available for export from the United Provinces should go to Rajputana, Bombay and Calcutta.

Rajputana should obtain its supplies from the Punjab and U.P.
Oil cake from C.P.

Bombay Presidency should obtain its supplies generally first from

the C.P., Rice from Bengal and (Burma) and wheat and gram from Punjab and U.P. Oil cake from C.P. and Madras.

Sind should generally obtain its supplies from the Punjab. Burma rice via Bombay.

Madras should obtain its supplies from Orissa, Bengal and Burma, U.P. (gram).

Baroda should obtain supplies from C.P., Bengal and Burma and Punjab (wheat).

Punjab should obtain its oil cake from U.P.

Hyderabad (Deccan) should obtain its supplies for the present from C.P., Madras, Bengal and Orissa and U. P. (Gram).

Mysore should obtain its supplies from Madras and Gram (U. P.).

Copy.

Changamalwar
Nowgabil
27/8/18

Enclosure No

Fodder.

Bombay Presidency will be self-supporting.

Rajputana should obtain its supplies from Central Provinces.

Central India should obtain its supplies from its own area, any deficiency being obtained from C.P. up to limit available.

Punjab will it is hoped be able to meet its own requirements.

Baroda should, as far as possible, maintain itself. anv deficiency being obtained from the Bombay Presidency.

Hyderabad should for the present maintain itself.

The above mentioned recommendations are of a general nature only. They should serve as a guide to the Directors of Civil Supplies who should be instructed to conform to those as close as possible. With further information that will become available in the near future both as regards stocks and prospects of crops it will be necessary to revise these instructions later.

It was further suggested that the Military Authorities be asked to at once make available up to a limit of 40,000 baled grass for supply to the civil population from their depots at Khandwa, Bhusaval and Manmad and from the amount held by the Civil authorities in the Central Provinces on the understanding that the Central Provinces Government will replace such hay from the coming harvest. With a view of ensuring that this hayy is moved as early as possible whilst railway facilities are forthcoming the Directors of Civil Supplies, Bombay, Baroda and Rajputana should be advised to place themselves as soon as possible in communication with the Director of Farms, Simla with a view of obtaining their requirements.

Messrs. Clerk and Rumboll desire to record during the months December 1918 to August 1919 inclusive the carrying capacities of railways in general and in particular in the direction towards

Madras, Bombay and Karachi will so largely occupied with coal, military and government preferential traffic as to leave only s small margin for other traffic preferential or otherwise. Should therefore there be an abnormal demand for the movement of food stuffs and fodder due to famine or scarcity arise it will then have to be decided as to the extent to which such foodstuffs and fodder and other essentials required in famine areas shall receive preference over coal, government and other preferential traffic. With this possibility in view the question of reducing government preferential traffic during this period should be carefully considered

3. In view of the greatly increased demands placed on Indian railways brought about by the War which may be further accentuated by the prevalence of scarcity it is very desirable that the emergent necessities of India should be relieved as far as possible by the greater use of sea freight. The emergency is so great that it seems but right that the claim of the country as a whole should receive consideration in the general distribution of sea freight. Relief could be afforded by shipping rice direct from Burma, to Bombay, Karachi and the Gulf Ports.

The importation of foodstuffs to meet the requirements of a province is closely bound up with the question of exportation from each province and this more especially applies where export by sea is expected. If such export is unrestricted the estimates for the sustenance of the province is invalidated. The matter of export the n by sea from an importing province is one that requires careful consideration.

Copy

C Rangamalwar Rao

Tahsildar

Confidential Rec'd

D 3790

B O M B A Y,

Dated 28th August 1918.

Dear Sir,

I am submitting in separate cover my report of the proceedings of the Conference of the Directors of Civil Supplies held on the 19th and 20th instants at Nagpur. I consider however that in regard to one particular matter --that of entrusting Directors of Civil Supplies with power to prohibit traffic-- it is advisable to submit a confidential note. I enclose a copy of the resolution passed by the Conference on this subject.

The Conference was of opinion that so far as internal traffic is concerned a Director may prohibit or restrict movement of traffic with the concurrence of the railway authorities, whenever they may be concerned, but in regard to traffic that terminates beyond the province, neither a Director nor his local Government can take any action without previous sanction of the Government of India. This proposition was referred to a sub committee which had recommended that a Director or his Local Government should have power to restrict or prohibit external traffic temporarily whenever such action was considered necessary. At the time this recommendation of the sub committee was considered by the entire Conference Sir Claude Hill explained that the Government of India were definitely opposed to the granting of this power to the Local Governments so that the recommendation of the sub committee failed to receive the approval of the Conference. The question was put to vote with the result that 19 voted against and 4 for the proposition. Those who voted in favour of the recommendation were Mr. Wood, Director of Civil Supplies, Madras, the Hyderabad Director, myself and one other gentleman.

The Government of Madras have been urging for the grant of powers to the Director to prohibit external traffic in cases of necessity. The Conference at Poona held on the 10th July is

understood to have been an emergency meeting convened with a view to reconsider the position arising from the prohibition of exports of food grains ordered both by the Hyderabad and the Madras Governments. The Poona Conference dedcided that no Director of Civil Supplies should have power to prohibit traffic although he might control it by refusing to issue priority certificates. I enclose for the information of Government a copy of the proceedings of the Poona Conference as well as a copy of a latter dated 24th July addressed by the Secretary to the Government of Madras to the Secretary to the Government of India in regard to the recommendations of the Poona Conference. The Government of Madras contend that the circumstances of Railway traffic in the Madras Presidency are such that it is impossible to attain the objects Government had in view in sanctioning the appointment of Director of Civil Supplies by the mere refusal to issue priority certificates and that the additional power of prohibiting traffic is necessary. The Government of Madras give a number of instances where a mere refusal to issue certificates will not meet the requirements of the case. The whole question came up for the consideration at Nagpur. As stated already it was decided that neither a Director nor his Local Government can prohibit external traffic.

At the time this question was being considered Mr. Wood got the following telegram from the Madras Government.

" It appears that Mysore's proposal to prohibit or control exports has been reported to Foreign Department but reply of that Department nas not been awaited. If possible mention matter at the Conference.and point out that Madras whose frontier marches for so long a distance with Mysore must have any powers of prohibition or control is allowed to be exercised by Durbar".

At Mr. Wood's instance I explained the order passed by Government and read a portion of the order. I said it was only proposed to restrict abnormal exports in food grains and normal traffic can be carried on under licenses issued by the Director of Civil Supplie

in the case of export by rail and by District Officers in the case of export by road. The Officers could not withhold licenses unless the exports were abnormal and prejudicial to the interests of the local population. Mr. Wood said in reply that the Madras Government entirely approved of the terms of the order but required power to issue a similar order themselves.

The next day i.e., the 21st instant I had a discussion with Lieut-Col. Waddington, the Deputy Chairman and Secretary of the Central Transport and Food Stuffs Board. He said that the Madras Government have been strongly urging for powers to prohibit traffic and the action of Mysore will give considerable weight to their representations. He suggested that if exceptional measures were required in Mysore it would be advisable to take the consent of the Government of India in order that provincial Governments may not seek for powers to retaliate.

I may mention that the Conference on the recommendation of another sub committee of which I was a member allotted areas from which provinces suffering from shortage should obtain supplies. Mysore was required to obtain supplies of food grains from Madras and gram and pulse from the United Provinces. Bombay and Madras to which we were exporting food grains have been allotted other areas so that we are not bound to supply any province just at present. This however refers to railway traffic.

Yours Sincerely,

C Rangachar Row

Dalvi

To

C.S. Balasundaram Iyer, Esquire, B.A.,
Chief Secretary to the Government of His Highness
the Maharaja of Mysore,
Bangalore.

Enclosure No 1

III. The Conference next considered the question of special powers which should be exercised by a Director of Civil Supplies in the matter of prohibition of traffic and recommend:-

that (a) As regards internal traffic, that is traffic beginning and terminating within his own province a Director of Civil Supplies should be empowered to prohibit or restrict the movement of any commodity, falling under classes (1) (b), (2) (b) or (3) (b), after obtaining the agreement of the railway authorities where these are concerned.

Should there be a difference of opinion, the matter should be referred through the Local Government to the Government of India for decision.

that (b) As regards external traffic, that is traffic originating in one province and terminating in another a Director of Civil Supplies, shall have no authority to prohibit or restrict the export of any commodity by land or sea from his province. If he considers that prohibition or restriction is necessary, he may refer the matter to his Local Government and the latter may then refer the matter to the Government of India with their recommendations for decision. The Conference desire to lay stress upon the importance of obtaining the earliest possible decision in all such cases.

Copy

C Rangaswamy Iyer
Secretary
28.8.19

Enclosure No 2

THE CONFERENCE ORDERED BY THE GOVERNMENT OF INDIA, REVENUE AND AGRICULTURE DEPARTMENT, TELEGRAM NO.606-609, DATED THE 3RD OF JULY 1918, MET AT THE COUNCIL HALL, POONA, ON THE 10TH JULY 1918 AT II A.M.

P R E S E N T:

Sir Edward Maclagan, President.
The Hon'ble Mr. Cadell, Director of Civil Supplies, Bombay.
Mr. Leftwich, Director of Civil Supplies, Central Provinces.
Mr. Mohammad Ali, Director of Civil Supplies, Hyderabad.

2. There were also present Mr. Reade, Deputy Director, Civil Supplies, Mr. P. J. Mead, Director of Industries, Bombay, and the Hon'ble Mr. Keatinge, Director of Agriculture, Bombay. Mr. Wood, the Director of Civil Supplies, Madras, did not attend and the Conference had no information as to the reaons of his absence.

3. The situation in Hyderabad was explained by Mr. Mohammad Ali, who stated that the prices of grain and cloth were high and that ordinarily there was a large net export of food grain to Madras but this year there was none. He referred to the calculation made in his letter of the 24th June. These calculations are based on an estimate of 1½ pounds of grain per diem per head on a population of 13 millions for four months, and it was pointed out that they give an exaggerated estimate of the demands as 1½ pounds represents the consumption by adult males only. If the consumption were estimated at 1 pound per head the calculation would give an excess of stocks over consumption. It was recognised, however, that the calculations of this kind could not be implicitly relied on and it was assumed from infommation given by the Director, Civil Supplies, that there was considerable dearth of food grains in Hyderabad. The Central Provinces have agreed to give 15 waggons from that Presidency, which gives 30 waggons a day as against 60 asked for by Hyderabad. It was thought by the Conference that in addition to the above a certain amount of help

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should be got from Bengal, Orissa and the United Provinces and it would be convenient if the number of wagons could be fixed possibly 5 to 10 wagons from these three provinces would be the right figure.

4. In consideration of the above the Hyderabad State should withdraw the general prohibition of export. It is understood that it would be ready to export first class rice to wherever it might be wanted, but the Bombay authorities are not likely to give permits for such export to Bombay. The removal of the prohibition would ease the situation in the adjoining districts of Madras and Bombay where a certain amount of grain would cross the border with or without certificates.

5. In the Central Provinces the ordinary exports are wheat, juar, and pulse, and rice is ordinarily exported to Bombay, Hyderabad and Central India. Demands for grains have been made from Rajputana and Central India, which the Central Provinces has ordinarily declined to meet except in the case of rice. Demands are also made from the same quarters for wheat, but it is hoped that this may be eased by the new situation in the Punjab. The booking of juar for export by rail from Berar has already been prohibited, but some goes out only by road to the Hyderabad districts. The Conference considered that the Central Provinces might, as a general rule, decline at its discretion to endorse permits for any substantial amount of any article for export except rice.

6. The Bombay Presidency is, as a whole, an importing area and temptations to export are created chiefly by the departure of empty wagons up-country. The Presidency is, however, ready to export gur to wherever it may be required.

7. The Bengal authorities agreed to give Bombay 35 wagons of rice a day (recently reduced to 25) and the Central Provinces gives 30 wagons of rice daily. The amount of rice received from Coconada is not considerable, but it should be continued.

The Madras Government when prohibiting exports generally had reserved the export of rice from Cocaonada to Bombay, but the Bombay Government were not aware that this had been reserved. The prohibition affected some districts of Bombay adjoining Madras and should, in the opinion of the Conference, be removed.

8. It is not known what the stocks of rice at Coconada are, but the Conference suggests that in order to save the long railway journey from Nagpur via Manmad to Hyderabad and the blocking of the Great Indian Peninsula line the Central Communications Board should consider the possibility of obtaining, say, 10 wagons daily of rice for Hyderabad from Coconada and thus allow 10 wagons of rice to be sent from the Central Provinces to Bombay instead. This would leave 5 wagons still to be supplied from the Central Provinces for the Northern districts of Hyderabad.

9. As regards Mysore, it was understood that the State was to a large extent self-supporting in food grains. There has been no prohibition of exports and it was thought that the ordinary procedure should be followed in the dealings between Mysore and the neighbouring British areas.

10. As to Madras, the Conference felt some hesitation in coming to any conclusion in the absence of Mr. Wood. It was recognised that in some areas of the province prices are high and stocks believed to be low. At the same time the Conference are of opinion that the general prohibtion against exports, should be removed. The neighbouring areas of Hyderabad and Bombay would then do their best to supply such quantities of first class rice, wheat-flour, gur etc., according to circumstances as they might be able to give.

11. As regards prohibition on of export from a district or province, the Conference considered that it was open to a Director of Civil Supplies to exercise fully the powers which he possesses for refusing priority certificates and that there was no objection to his issuing certificates after making coditions with the merchants

cocerned. The system of priority certificates could be used for preventing the grant of priority in the export of cert in articles from certain districts, but the Conference were not prepared to recommend that the Directors of Civil Supllies should be given the power to prohibit exports generally or the export of any particular article from any particular area. It will be open for a certain amount of articles to be exported by road or river or by ordinary non-preference railway traffic. This form of export must be dealt with under the principles which have hitherto been recognised as governing the attitude of Government as regards the transport of food from one area to the other and no general prohibition of such export should be made without the general or special approval of the Government of India.

12. The Conference desired also to make recommendations on three matters of procedure:-

(1) They held that the Director of Civil Supplies should, as far as possible, regulate the grant of certificates according to the number of wagons which were known or expected to be available.

(2) They suggested that the certificates should be in force for a limited period and proposed that the period should be a period of three weeks from the date of the issue of the certificates by the issuing Officer, and

(3) It is suggested that in cases where arrangements have been made for afixed number of wagons to be provided to any province the Director of Civil Supplies in that Province should be allowed with the consent of the Director of Civil Supplies of the exporting province to send his certificates to the Railway authorities in the exporting Province instead of to the Director of Civil Supplies in that province, on the understanding that a copy of his certificate is sent to the Director of Civil Supplies for information and that the certificate does not deal with demands of more than, say, 10 days in advance. The object of this suggestion is to avoid a certain amount of delay which causes discouragement to the exporting firms.

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CRangaswamy
Tahsildar

Enclosure No3

No.917/B.18-1. OOTACAMUND,

Dated the 24th J u l y 1918.

From

The Hon'ble Mr. A.R. Knapp, I.C.S.,
Secretary to the Government of Madras,
Revenue (Special) Department.

To

The Secretary to the Government of India,
Department of Revenue and Agriculture.

I am directed to reply to your telegram No.649 dated 13th July, enquiring whether so far as Madras is concerned this Government accept the recommendations of the Conference of Directors of Civil Supplies at Pooha.

2. I am to say that your telegram No.606 of the 3rd July as received in this Office gave the 19th instant and not the 10th as the date fixed for the Poona Conference. Arrangements were accordingly made for the presence at the Conference of Mr.Wood, Director of Civil Supplies, on the 19th. No post copy of the telegram was received and it was not until the Conference was over that this Government received intimation that the correct date was the 10th. It is unfortunate that owing to this accident there was no one present at the Conference to represent the views of this Government, but the Governor in Council has since had the advantage of receiving from Sir Edward Maclagan an account of the proceedings and of discussing with him the conclusions there arrived at so far as they affect this Presidency.

3. The result, so far this Presidency is concerned, of the detailed proposals made in paragraphs 3 to 10 of the report of the proceedings of the Conference is that Madras should supply Hyderaba with 15 wagons of rice daily together with a further 10 wagons from Coconada. These latter represent the demand which Bombay should make on Cocanada, but for the purpose of railway economy it is

suggested that they should go to Hyderabad instead, thus setting free for the sue of Bombay a corresponding number of wagons which the Central Provinces would otherwise have supplied to Hyderabad. It is understood that if this scheme is carried out no arrangement for supplying Bombay with rice from Cocanada will be necessary. The Governor in Council is prepated toaccept these proposals. I am however, to mention that in informing the Director of Civil Supplies, Hyderabad, that Madras was able to supply up to 15 wagons of rice daily to that State, Mr.Wood had in view the prospect of imports into this Presidency of rice from Begal and Orissa. Should that import fail, it may be necessary to reconsider the undertaking to supply Hyderabad. The fact too that the supply to Hyderabad from Madras is ultimately dependent upon the import of rice from Bengal and Orissa into Madras has suggested a further question, viz., the possibility of moving rice from Bengal and Orissa directly into Hyderabad and so saving railway haulage. This, however, is a matter which can be considered later by the Directors of Civil Supplies of Bengal, Orissa and Madras.

4. In paragraphs 10 and 11 of their proceedings the Conference record their conclusion that the general prohibition issued by this Government against the export of food grains should be removed and that no such general prohibition should in future be made without the approval of the Government of India. The Governor in Council after consultation with Sir Edward Maclagan is prepated to accept this recommendation as a general statement of policy. But he finds in the proceedings of the Conference evidence to show that the indirect power of preventing unnecessary movements of traffic, which is exercised by the Directors of Civil Supplies in other provinces, is considerably greater than that which Mr.Wood enjoys. It would appear from paragraphs 4 and 5 of the proceedings that the Directors of Civil Supplies in Bombay, and to an even greater extent in the Central Provinces are unable under their general powers to exercise effective control both over exports and imports. This power

understood, arises from the fact that the railways are entirely occupied in carrying priority traffic, so that III class or uncertificated traffic has little or no chance of obtaining haulage. In provinces where these conditions obtain it is clearly unnecessary for the Local Government to ask for additional powers to prohibit or regulate traffic, but where, as in some parts of this Presidency, priority in traffic does not exhaust the whole capacity of the railway but room is left for uncertificated traffic, some further powers of restriction seem necessary.

5. The raison d'etre of the appointment of the Director of Civil Supplies is to save transport, reduce cross traffic and unnecessary haulage and arrange the distribution of essential supplies in such a way as to save rolling stock and to keep down excessive local prices. That this object cannot be attained in this Presidency merely by witholding priority certificates is shown by the following instances which have been brought to notice by the Director of Civil Supplies:--

(a) The Nellore and Guntur districts of this Presidency export rice chiefly to the southern and inland districts. Many of the railway wagons travelling northward from Madras pas through these districts empty and merchants can without difficulty, and without certificates, export as much rice as they please to Hyderabad or Bombay. It its true that at Bezwada the rice destined for Bombay would on to a very line, but having once been booked through and loaded by the railway it would be carried under the same conditions as if it were certificated traffic. Nellore and Guntur could thus be drained empty of grain, necessitating specia measures of import to supply the necessary food without Director of Civil Supplies being able to prevent it. Such a movement too by encroaching on the busy line from Bezwada to Wadi would seriously interfere with more urgent traffic.

(b) The area served by the Bezwada-Masulipatam railway is a great rice producing tract and owing to its railway and canal facilities, its stocks are sually the first to come into the market. It was with special reference to this tract that, in consequence of apparent short supplies and consequent rioting, export by rail was temporarily forbidden. The merchants thereupon resorted to export by canal to railway stations in the Guntur and Godavari districts where the prohibtion was not being enforced and were thus able to defeat the object of the prohibition.

(c) Very large stocks of rice have had to be carried to the west coast districts which were suffering from a serious shortage of food grains. This was done at the cost of important traffic to other destinations. The deficit has been reduced but shortage still exists and priority

must continue to be given to further imports. But in the absence of some means of control there is reason to fear that the rice merchants on the west coast, as soon as shipping traffic reopens after the monsoon, will be tempted by the hope of profit to export as much of this rice as possible to Bombay or Goa by sea. Every maund of rice so exported will mean an additional corresponding import by rail from the east coast and that too along a line which is heavily congested with certificate traffic.

(d) Kurnool and Bellary are both notoriously short of food grains. The Director of Civil Supplies may sanction the urgent transport of jowari to Bellari but on arrival there there is nothing to prevent the consignement from being rebooked as uncertificated traffic to Hyderabad or Bijapur if wagons are available, as will frequently be the case. The amount of grain so carried out of Bellary will have to be replaced by further imports involving a serious waste of haulage as well as dislocation of the local grain market.

(e) The certificated traffic on the Bombay-Madras line is usually very heavy but wagons are occasionally available for III class traffic. Taking advantage of this and of the fluctuations of prices a few wagons of iron are from to time exported from Madras to Bombay. The main supply of iron to Madras comes from Bombay rail, and it is obviously wasteful to employ wagons in carrying from the south to the north consignments of iron which in due course will have to be replaced by import from the north to the south.

(f) A consignment of cotton if baled occupies only 1/6th of the wagon space which it requires if not baled. The Director of Civil Supplies has hitherto refused to give certificates for unbaled cotton, bu there is nothing to prevent the loading of such cotton at stations where there is no demand for certificated traffic and even when the demand for wagons is heavy it is reported that station masters can without much difficulty manipulate its transport.

(g) The shortage and the high prices of kerosine oil in this presidency have led to much discontent and some disturbances. The available supply for the presidency is less by about 1/3rd than the normal. Arrangements are now under discussion with the oil companies which will ensure an equitable distribution of this restricted supply throughout the districts and in connection with this it will be necessary to ensure that supplies intended for one district are not diverted to another. Only last month the stocks in the depots of Madra town were swept bare by owners of oil engines, dealers and other persons who bought the whole stock for transport elsewhere. No application for priority for the carriage of this oil was necessary as the purchasers managed to get it throug as uncertificated traffic. To prevent a recurrence of this it is essential that the Director of Civil Supplies should have power to prevent movements of oil which would upset the authorised scheme of distribution.

6. The foregoing circumstances show that it is impossible for the Director of Civil Supplies adequately to regulate traffic movements by the use of his priority certificates alone and that it is necessary that he should have power to regulate traffic by forbidding wasteful or unessential movements. T is point has

been discussed by Mr.Wood with Sir Edward Maclagan and also with Mr. Cameron. At both discussions the same principle emerged, viz., that if wasteful and unnecessary traffic ~~otherwise~~ is to be prevented power should be taken to prohibit certain classes of traffic otherwise than under a certificate. The Governor in Council agrees in this principle and considers that it should be open to the Director of Civil Supplies to prohibit traffic falling under the falling under the following four heads otherwise than under a certificate granted by him:-

(i) Export of any commodity from any area if there is a shortage of the commodity which will have to be made good by further imports by rail to the serious prejudice of other traffic.

(ii) The transport by rail of an article in one form when it can be carried more economically in another form (e.g., the case of loose cotton already referred to)

(iii) The transport of any commodity the distribution of which has been determined in the interest s of the public if such transport interferes with the authorised distribution (e.g., the case of kerosine oil already referred to).

7. In conclusion I am to say that while accepting subject to the observations above the proposals of the Poona Conference the Governor in Council considers it necessary to mention that so far as food grains are concerned the lateness of the monsoon and the prospect of a serious failure of crop may entirely alter the position. If the local harvest should unfortunately show a considerable shortage it may be necessary to reconsider the matter and to propose a modification of the arrangement in respect of supplies to other areas which has now been made.

Ranganadhan Rao
28.9.18